CHAPTER IV
TRANSPORTATION

"THE ROLE OF THE STREET IS AS MUCH SOCIAL AS UTILITARIAN."

Andres Duany – Planner and Architect

Taylorsville City's transportation systems will work to provide for the travel and circulation needs of residents and businesses. The City will strengthen community identity and support economic vitality by providing for the maintenance and improvement of its streetscapes and transportation ways.

Introduction

Taylorsville City is traversed by both state and regional highways and contains a number of high volume roads that connect with adjoining communities, which makes transportation planning in Taylorsville a local, regional, and state issue. The success of transportation planning and improvement projects depend on coordination and cooperation with other transportation and transit service providers and adjacent jurisdictions. This will include collaboration with the Utah Department of Transportation (UDOT), the Wasatch Front Regional Council (WFRC), the Utah Transit Authority (UTA) and adjacent jurisdictions including Salt Lake County, West Valley City, West Jordan and Murray. The transportation system must continue to meet the needs of all residents of the community including seniors, youth, those with disabilities, those dependent on public transportation, and those desiring alternative transportation options.

The transportation systems of Taylorsville City play a defining role for community identity, image, economic development, and land use patterns. The travel corridors of the City are a major part of the City's "public space." The planning of transportation and circulation systems must recognize this influence and provide a responsive and effective transportation network that enhances all elements of the community. To achieve this, auto, public transit, bicycle, and pedestrian travel will be coordinated with land use planning. Road and street designs that recognize the effects on neighborhoods, community image, and

safety will be a characteristic of the Taylorsville City transportation system. All road and street construction and improvement projects should advance community identity, land use, and economic development goals as identified in Chapters 2, 3 and 5 respectively.

Public input should be sought in all transportation planning and decision-making processes. Public participation will ensure transportation systems strengthen the desirability and attractiveness of all areas, minimize adverse impacts on the environment, promote citizen support for transportation projects, and enhance community identity.

Existing Conditions

Due to Taylorsville City's central location in the Salt Lake Valley, many of its roads have become burdened with traffic from adjacent communities as residents travel throughout the Valley. This has lead to significant congestion at peak times along Redwood Road, 2700 West, Bangerter Highway, 4700 South, 5400 South, and 6200 South.

-Insert graph of peak hour capacities of those roads-

The condition of traffic on a road is commonly referred to as its Level of Service (LOS). Level of Service uses a scale, like a school report card, that grades roads from "A", meaning traffic can move freely and unobstructed to "F", where roads are congested and motorists experience long delays. Existing Level of Service was calculated for each of the major roadway links in the City of Taylorsville using 2002 average daily traffic counts and existing typical roadway cross-sections. Maps 4-___ and 4-___ indicate present and future levels of service on Taylorsville's primary roads.

-Insert Present and Future LOS maps-

Mode	Taylorsville	Salt Lake County
Drive Alone	80.0%	76.4%
Carpool	13.1%	13.1%
Mass Transit	2.1%	3.5%
Walk/Bicycle	1.1%	0.6%
Work at Home	3.2%	2.6%
Other	0.4%	3.9%
Source: U.S. Census Bureau, (2000) SF 3 P30		

Illustration 4.0.1: Travel Mode of Work Trips

Transit plays an important role in the overall transportation system of Taylorsville City and the surrounding region. Utah Transit Authority (UTA) provides bus service through Taylorsville on eight daytime routes and two night routes. UTA provides accessible service on many routes, as well as Flextrans, a door-to-door transit service for persons with disabilities.

While many transportation problems are created by automobile traffic exceeding intended road capacity, greater issues of accessibility are often solved through consideration of transit or other alternatives that would reduce dependency on single occupant automobiles. Table 4.0-1 provides a breakdown of how people in Taylorsville City travel to work relative to the entire County. The

percentages in Table 4.0.1 indicate that Taylorsville residents generally follow County trends in their travel modes to and from work. Taylorsville City could decrease the number of daily automotive trips if improvements to mass transit systems were encouraged, supported, and used.

The table also shows that more Taylorsville residents walk or travel by bicycles than is typical in the County. This supports the need to provide a sound network of sidewalks and bike lanes throughout the City.

Transportation Mission Statement

Taylorsville City will provide for the transportation needs of its citizens while utilizing the transportation system to further it's economic development, land use, and community identity goals while minimizing the impact of the transportation system on the quality of life of it's residents.

Transportation Goals:

4.1 Encourage alternative forms of transportation and support a greater regional emphasis on transportation planning.

4.2 Bring a higher level of aesthetic quality to transportation capital projects.

4.3 Improve the efficiency and quality of the automotive transportation system.

4.4 Minimize the impact of the transportation system on the community.

4.5 The transportation system will be complementary and compatible with other elements of the general plan.

4.1 Alternative Forms of Transportation

Goal 4-1: Encourage Alternative Forms of Transportation, and Support a Greater Regional Emphasis on Transportation Planning.

It is clear that most Taylorsville residents utilize private automobiles for a majority of their transportation needs. However, it is important to emphasize that automobiles are not the only way to travel in Taylorsville. A number of bus lines run through the City and provide connections to the existing light rail system. The travel modes used by Taylorsville residents are similar to the rest of Salt Lake County as indicated by Table 4.0.1 earlier in the chapter, yet Taylorsville has characteristics that could encourage more public/mass transit use. Taylorsville is centrally located in the Salt Lake Valley and has the highest population density of any city in Utah. High population densities mean that more people are able to access transit and make public transit more efficient. Based on these characteristics, Taylorsville should actively promote the City's ambitions for higher priority on public transit projects.

Analysis of Current Conditions

CONSULTANT: insert text: overwhelming majority of transportation usage is through private auto… Sidewalks in neighborhoods are generally up to standards. Commercial areas not as good… Bike paths are virtually non-existent… Mass transit improvements are in adjacent communities but not in Taylorsville… Public transit is below County average…

Pedestrian

Providing sidewalks in urban areas improves community livability by enhancing pedestrian safety. Improved public sidewalks form an important transportation network for residents of all ages, especially for children and the elderly. Sidewalks are often a critical part of a community's recreational network as well. This section of the transportation chapter focuses on the "urban" pedestrian network - meaning sidewalks primarily located in developed portions of the City like commercial districts and neighborhoods. Please refer to section 6.4 of the General Plan (Chapter 6 - Parks, Open Space, Recreation and Trails) for more information concerning recreational pedestrian facilities such as trails.

Sidewalk Standards.

Taylorsville's residential sidewalk cross section reflects a typical suburban standard of a four foot sidewalk and five foot parkstrip. In commercial locations the standard increases to a five foot sidewalk width. Where right-of-way is limited, an integrated curb gutter and sidewalk design may be an alternative with a six foot sidewalk adjacent to the curb with no parkstrip. However, integrated sidewalks are generally viewed as undesirable and should only be permitted in extreme circumstances.

- Insert image of pedestrians on sidewalk -

Sidewalk design and the relationship the sidewalk has with the adjacent road is very important in terms of safety and comfort of pedestrians. For example, an integrated sidewalk isn't desirable because snow is often deposited on the sidewalk by snow plows and there isn't proper separation between the pedestrian and automotive traffic. Also, sidewalks less than five feet in width make it difficult for two pedestrians to walk side by side without stepping off the sidewalk. Where right-of-way allows, consideration should be given to wider facilities, especially in commercial locations, to accommodate a quality pedestrian setting. Sidewalk widths between eight and twelve feet in pedestrian-oriented commercial or mixed use environments are desirable. Desirable cross-sections are shown in illustration 4.1.1.

Transportation Objective 4.1.1: Attain sidewalk improvements on all City streets with an emphasis on sidewalks in school zones or on school routes.

Action Statements:

4.1.1 (a): Inventory all City streets and identify all areas lacking sidewalk improvements.

4.1.2 (b): Aggressively promote the City's 50/50 sidewalk program to property owners of parcels in Taylorsville that don't have sidewalk improvements.

4.1.3 (c): Systematically construct sidewalks in school zones and school routes where sidewalk improvements don't currently exist.

Best Practice Policies:

4.1.1 (a): Avoid the development of integral sidewalks wherever possible. Instead seek to develop sidewalks that meet or exceed the City's sidewalk standard.

4.1.1 (b): Take advantage of opportunities to exceed the City's minimum standard sidewalk by increasing buffers between the sidewalk and automotive transportation ways.

Transportation Objective 4.1.2: Repair damaged sidewalks with an emphasis on sidewalks in school zones and on school routes.

Action Statements:

4.1.2 (a): Inventory all City streets and identify all sidewalks with significant damage (tripping hazards).

4.1.2 (b): Aggressively promote the City's 50/50 sidewalk program to property owners who control parcels in Taylorsville that have damaged sidewalks.

4.1.2 (c): Systematically repair sidewalks in school zones and school routes where damaged sidewalks currently exist.

Best Practice Policies:

4.1.2 (a): Involve the Public Safety Committee to involve capital improvement projects.

Transportation Objective 4.1.3: Improve pedestrian facilities and enhance the pedestrian experience.

Action Statements:

4.1.3 (a): Amend sidewalk and landscaping standards in commercial areas to require eight foot parkstrips and six foot sidewalks.

4.1.3 (b): Adopt landscaping standards that place requirements for street trees between automotive and pedestrian corridors.

4.1.3 (c):.

Best Practice Policies:

4.1.3_ (a): ___.

Bicycle

Map 4.1-___ identifies the Taylorsville bicycle plan as coordinated with the Wasatch Front Regional Council Bicycle Plan for Salt Lake County. The plan is categorized into Class 1 routes (a pathway separated from other traffic) and Class 2 routes (a striped lane on a roadway reserved for bicyclists intended to be uses more for commuting than for recreation) and Class 3 routes (a striped lane on a roadway reserved for bicyclists intended more to access local facilities (like parks and other trails).

The plan is intended to make the City of Taylorsville more bicycle friendly by improving the safety of riders and increasing number of bicycle routes. Bicycle lanes and designated routes will become more utilized as the routes interconnect to and from other routes. This alternative mode of transportation will enable riders to traverse the City on either designated routes or dedicated trails for a variety of transportation needs.

-Insert bicycle plan map-

Transportation Objective 4.1.4: Improve and increase the number of bicycle routes in Taylorsville.

Actions Statements:

4.1.4 (a): Implement, as possible, the Taylorsville City/WFRC Bicycle Plan for the City of Taylorsville:

4.1.4 (b): Stripe routes on existing City streets where feasible.

4.1.4 (c): Work with UDOT and applicable canal companies to implement routes on State roads and canal rights-of-way.

Best Practice Policies:

4.1.4 (a): Mark bicycle paths with sign posts. Signage may include trail name, length, or other interpretive information.

Transportation Objective 4.1.5: Improve safety and facilities for bicyclists in Taylorsville.

Action Statements:

4.1.5 (a): Amend Engineering Development Standards Manual to include standards for bicycle lanes. The new standard should

focus on safety of the bicyclists while balancing the needs of other users of the right of way.

4.1.5 (b): Prohibit on-street parking, where feasible, along all Class 2 and Class 3 bicycle routes.

4.1.5 (c): __.

Best Practice Policies:

4.1.5 (a): Require new commercial development to install appropriate furnishings for bicycle parking, especially when adjacent or near existing or future bicycle routes.

4.1.5 (b): Install bicycle racks at municipally owned facilities (where practical).

4.1.5 (c): Where practical, provide grade separations between automotive and bicycle facilities.

Public/Mass Transit

Light rail transit has been successfully implemented in the Salt Lake Valley with the North/South main line and University of Utah/Medical Center extension. The Trax mainline has stops near Taylorsville at 4500 South (Murray North Station), 5300 South (Murray Central Station), and 6400 South (Fashion Place West Station). Access to these stations is primarily via UTA feeder bus services and the private automobile. The Wasatch Front Regional Council (WFRC) Long Range Master Plan also calls for additional light rail spurs for communities adjacent to Taylorsville including the West Valley City spur, which will branch off from the main line at the Central Pointe station (2100 South) and terminate on 2700 West near the Valley Fair Mall and the Mid-Jordan spur. The Mid-Jordan spur will branch off the main line in Murray and travel through Midvale and West Jordan and terminate in South Jordan at the Daybreak master planned community. UTA anticipates major bus route restructuring to provide east/west service to the light rail stations. Implementation of many of the routes is yet to be determined as UTA continues to evaluate their system. The City of Taylorsville should continue to work with UTA on the final routes for feeder bus connections to light rail, as well as route planning throughout the community.

- Insert bus or LRT photo -

The WFRC long range plan also calls for bus rapid transit (BRT) improvements on Redwood Road through the City of Taylorsville. BRT is a new transportation technology that combines the convenience of light rail travel with the lower costs of traditional bus transit…

Insert more information on BRT

Traditional bus service is the most prevalent form of public transportation in the City. The UTA bus routes that travel through Taylorsville City are listed below:

- Route 35 Kearns uses 2700 West and 4700 South. 30-minute morning peak hour service, 60-minute off-peak service.
- Route 39 East/West 39th South travels along 4100 South. 30-minute service with 20-minute peak service.
- Route 40 East/West 45th South uses 4500 South, 4700 South. Serves Atherton neighborhood and Salt Lake Community College. 20-minute peak period service.
- Route 41 West Jordan uses 2200 West, 5400 South, and 2700 West. 30-minute peak period service.
- Route 42 uses 3200 West and 6200 South. Serves UDOT. 30-minute afternoon peak hour service.
- Route 43 Bluffdale/Redwood Road follows Redwood Road. 20-minute afternoon peak service.
- Route 48 West Jordan Express follows I-215, 6200 South, and 2700 West. Peak period express service only.
- Route 84 East-West 5400 South follows 5400 South. 30-minute service.
- Night Ride 142 Dixie Valley follows 2700 West, 4700 South, and 3200 West. Serves American Express and UDOT.
- Night Ride 143 Redwood uses Redwood Road while traveling between the Valley Fair Mall and the Sandy Civic Center beginning at 7:45 p.m.

UTA has advised the City that they continue to receive requests for expansion of bus services throughout Taylorsville and are looking at providing additional services.

Public and Mass Transit Recommendations.

Once the planned West Valley and Mid-Jordan light rail spurs are built, Taylorsville will be the largest City in Salt Lake County without direct mass transit service. This, combined with the fact that the City of Taylorsville has the highest population density of any city in Utah indicates that Taylorsville should be considered for future mass transit improvements. Creating an atmosphere where mass transit will flourish should be a top priority for the City of Taylorsville in order to help "recruit" transit improvements. Envision Utah has published a document entitled "Wasatch Front Transit Oriented Development Guidelines" that provides guidelines for new development, as well as for a variety of transit oriented infrastructure. Using these guidelines in the planning of new developments or redevelopment will help to foster a more transit-friendly environment in Taylorsville.

The Taylorsville General Plan recognizes ~~three~~ four distinct corridors appropriate for mass transit improvements (see map 4.1-___) in the City of Taylorsville:

- **Redwood Road.** Many locations based on their intensity of use on or near Redwood Road are compatible with mass transit including Salt Lake Community College and multiple high density housing developments. In addition, many commercial locations are likely to transition or redevelop in the next 20 years allowing more compatible transit oriented development. The WFRC *Long Range Transportation Plan* currently identifies Redwood Road as a future corridor for bus rapid transit (BRT). Because of severe automotive congestion and limited right-of-way, BRT is likely a better option for Redwood Road than light rail transit (LRT).
- **2700 West.** Although the 2700 West corridor does not have as many adjacent land uses compatible to mass transit, there are a number of vacant parcels that could be used for stations, park and ride lots, or future transit oriented developments. In addition, the corridor itself has a generous right-of-way and could be easily reconfigured to accommodate transit improvements. Furthermore, the planned West Valley light rail spur will terminate on 2700 West approximately one mile north of the Taylorsville boundary. A logical extension of the West Valley line would be south along 2700 West in Taylorsville. Either BRT or LRT could likely be constructed on 2700 West.
- **5400 South.** A mass transit investment on 5400 South could help alleviate the sever congestion on the east-west transportation corridors in Taylorsville and serve rapidly growing areas on Salt Lake County's far west side. The regional transportation system could also benefit from a mass transit line on 5400 South because of the proposed multi-modal connection between the light rail main line and the future commuter rail line at the Murray Central station (5300 South). A mass transit improvement on 5400 South could provide access to light rail and commuter rail riders to the central west side of the Salt Lake Valley. Because of existing freeway bridge structures and other right of way issues BRT would be more compatible on 5400 South than LRT.
- **4700/4800 South**. Providing a mass transit improvement (BRT or LRT) connecting the existing north/south light rail main line to the Salt Lake Community College along 4700 and/or 4800 and terminating near Redwood Road or 2200 West would connect the City's largest single traffic generator with the established mass transit system. In addition to the campus a number of other complimentary land uses are already in place along this corridor including a number of high density housing developments.

Traditional bus service in Taylorsville is often a frustrating experience. Existing traffic congestion often contributes to long commute times. As a result many Taylorsville residents are hesitant to rely on bus service as a primary transportation option. Many perceive light rail mass transit as a more reliable and quicker transportation option. Regardless, many residents *do* rely on bus service for a variety of transportation needs. The Taylorsville General Plan recommends that bus service in Taylorsville: 1) be made as efficient as possible, 2) be convenient and pleasant as possible, 3) focus specific attention on locations with existing and potentially high ridership (i.e. Salt Lake Community College), and 4) provide efficient access to existing mass transit facilities.

Transportation Objective 4.1.6: Improve the quality and accessibility of public and mass transit service in the City of Taylorsville.

Action Statements:

4.1.6 (a): Identify opportunities to enhance and expand the existing public transit system.

4.1.6 (b): Identify opportunities to enhance the efficiency of existing and future bus routes.

4.1.6 (c): Participate, as possible, in studies and processes regarding bus route restructuring in the City.

4.1.6 (d): Work with the Utah Transit Authority to

4.1.6 (d): Coordinate with the Utah Transit Authority (UTA) and the Wasatch Front Regional Council (WFRC) to provide the necessary public transportation services to destinations in Taylorsville with high potential ridership such as the Salt Lake Community College.

Best Practice Statements:

4.1.6 (a) Facilitate the placement of covered bus shelters at all primary bus stops within the City.

Transportation Objective 4.1.7: Obtain mass transit improvements, specifically light rail and bus rapid transit, in Taylorsville that connect the City to the region wide mass transit system.

Action Statements:

4.1.7 (a): Allocate resources to study expanding mass transit opportunities, including *bus rapid transit* and *light rail*, along 2700 West, 5400 South, and Redwood Road.

4.1.7 (b): Identify possible locations for future park and ride lots, transit stations, and intermodal hubs. Consider the possibility of purchasing ideal locations to ensure potential for these future uses.

Best Practice Policies:

4.1.7 (a): Utilize transit oriented design concepts for new development proposals adjacent to corridors identified as possible BRT or LRT routes to ensure compatibility between land uses, the physical form of new development, and mass transit.

4.2 Urban Design Considerations

Goal 4-2: Bring a Higher Level of Aesthetic Quality to Capital Projects

Transportation capital improvement projects generally represent the largest monetary investment by the public sector in the physical development of a City. Given the growth rate of the southwest portion of Salt Lake County, road projects and investments into the expanding regional transportation network will continue to have a heightened presence in this region. Consequently, there is perhaps no greater way of beautifying Taylorsville City than by bringing high expectations for quality aesthetic improvements to road projects and other capital projects. Implementing a strategy to include such elements as street trees, parkstrip enhancements, street furnishings, and upgraded street lights contribute significantly to the overall appearance of a transportation corridor. Also, when considered from the perspective of the overall budget, such aesthetic improvements generally make up only a small percentage of the project.

Analysis of Current Conditions

Most portions of Taylorsville's existing collector and arterial street system lack desirable levels of aesthetic quality. Although most streets are constructed to high standards of transportation efficiency, they are characteristically lacking in aesthetic improvements such as street trees, uniform fencing, attractive lighting and shoulder maintenance. In some cases, private properties contribute to this lack of visual quality by not maintaining required landscape improvements. Lack of attractive transportation corridors negatively affects Taylorsville's image and perception.

- insert before and after illustrations -

Context Sensitive Design

CONSULTANT:
discuss context sensitive design solutions

Transportation Objective 4.2.1: Recognize roads and streets are public spaces that influence community identity and sense of place.

Action Statements:

4.2.1 (a): Require and provide road and street designs that include design elements and amenities that add to the quality and attractiveness of the City.

4.2.1 (b): Adopt street beautification and enhancement programs for major roads and streets.

4.2.1 (c): Amend City ordinances to require power lines to be installed and/or relocated underground where and when possible.

4.2.1 (d): ____

Best Practice Policies:

4.2.1 (a): Identify "context-sensitive" design and enhancement strategy for roads and streets (rework).

4.3 Automotive Transportation

Goal 4-3: Improve the Efficiency and Quality of the Automotive Transportation System.

Automotive transportation is the primary form of transportation among most Taylorsville residents. Consequently special consideration must be given to improving and maintaining the efficiency and quality of the automotive transportation system.

Analysis of Current Conditions

The street system in Taylorsville is a mixture of State and City-owned roads on a hybrid grid network. State roads include Interstate 215, State Route 68 (Redwood Road), State Route 266 (4700 South from just east of I-215 to the eastern City boundary), State Route 173 (5400 South), and State Route 154 (Bangerter Highway). The Utah Department of Transportation (UDOT) has jurisdiction over these roads while the City of Taylorsville retains ownership and control over all other public streets in the City.

- insert congested street image -

The mix of controlling jurisdictions on Taylorsville's roads presents challenges in managing roadway maintenance, improvement programs, and signal coordination. Cooperation between UDOT and Taylorsville is necessary for making decisions about state-owned roads. Many of the major roadways enter the City from neighboring cities and some roads form the boundaries between communities, such as 4015 West separating the City from Salt Lake County and

4100/4700 South forming part of the boundary between Taylorsville City and West Valley City.

Functional Classification System

Based on future and existing travel demand, existing and planned rights-of-way, and local and regional roles that each roadway plays, the roadway network has been classified into functional groups. The *functional classification system* for the City of Taylorsville is indicated in Table 4.3-__ and Map 4.3___. The functional classification system reflects the recommended number of travel lanes, access control, roadway capacity, speed, and rights-of-way. Typical cross sections associated with each functional classification are shown in Map 4.3-____. It should be noted, however, that the City should reserve the right to vary from these typical cross sections to accommodate special road projects that enhance community identity or public safety.

Freeway Classification:

Interstate - 215: The State of Utah is currently expanding the six-lane configuration of I-215 to eight lanes to accommodate continued travel growth on this freeway. The additional capacity should reduce existing peak hour congestion in both travel directions.

No Access Arterial Classification:

Bangerter Highway: Bangerter Highway is currently over capacity during peak hours. Further, more traffic is expected on Bangerter as high growth areas in the southwest part of the valley continue to expand and develop. The current six-lane configuration of Bangerter will not accommodate this travel demand. Although the City of Taylorsville does not have direct control over Bangerter Highway, participation in regional planning and cooperation with UDOT will be necessary to address future travel demands.

Principle Arterial Classification:

Redwood Road: Redwood Road from 4700 South through 6200 is operating at or near capacity most of the time. The I-215/Redwood Road interchange ~~operations~~, numerous traffic signals, plus frequent driveway access points to businesses and parking contribute to the high level of congestion. The efficient operation of Redwood Road is a very high

Classification	Street
Freeway	Interstate 215
No Access Arterial	Bangerter Highway
Principle Arterial	Redwood Road
	4700 South
	5400 South
Arterial	2700 West (north of 5400 South)
	4100 South
	6200 South
Collector	1300 West
	2200 West
	2700 West (south of 5400 South)
	3200 West
	3600 West
	4015 West
	4800 South

Illustration 4.3.1: Functional Classification Assignments

priority. It is a major commercial and shopping district for Taylorsville and other valley residents, and is an important gateway for the City. Operations analysis of Redwood Road from 6200 South through 4700 South is constantly underway to identify ways to accommodate the travel and access needs of this State roadway and provide for quality upgrades.

4700 South: The City of Taylorsville recently participated in a traffic mitigation project in cooperation with UDOT and WFRC to reduce the heavy congestion in the vicinity of 2200 West to 2700 West on 4700 South. Although the project did reduce congestion and improve efficiency in the corridor, the area remains extremely congested.

5400 South: 5400 South is a major east west roadway in the regional transportation system because of the Interstate-15 freeway interchange in Murray City and the close proximity of the freeway interchange at Redwood Road and Interstate-215.

Arterial Classification:

2700 West (north of 5400 South): Insert Background

4100 South: Insert Background

6200 South: 6200 South provides a major access point to I-215 via Redwood Road. It is one of the primary East-West arterials, which provide connectivity between Redwood Road, Bangerter Highway and beyond. Providing efficient and safe access to these arterial facilities should be foremost in any plans that are considered by the City.

Congestion on the eastern parts of the road is due to motorists trying to access the I-215/Redwood Road interchange and businesses along Redwood Road. Since the road has been widened to five lanes from 2700 West through 4000 West, the traffic congestion has been greatly reduced. Single lane segments at either end of 6200 South remain an obstacle to traffic flow. The City is working to relieve those bottlenecks by studying the impact of multiple lanes from 2700 West to Redwood Road. UDOT is also considering alternatives to relieve congestion issues at Redwood Road and 6200 South.

Collector Classification:

1300 West: 1300 West provides a convenient connection from Murray-Taylorsville Expressway (4800 South) southward into West Jordan. During peak periods, 1300 West is heavily used although its current size and winding path make it unsafe for high volumes of traffic. Near 5800 South, a popular duck and geese feeding area presents a safety hazard for motorists and pedestrians, as motorists have to be aware of stopping traffic, pedestrians, and wildlife. Northbound motorists turning left at 6600 South do not have a protected signalized left turn, so vehicles turning left back up along 1300 West and impede through traffic.

2200 West: Insert Background

2700 West (south of 5400 South): Insert Background

3200 West: Insert Background

3600 West: Insert Background

4015 West: Insert Background

4800 South: Insert Background

Recommended Improvements

A program of transportation improvements to address existing, short-term, and long-term future needs is an essential element of the General Plan. The level of development in Taylorsville and recent reconstruction of some of the major street network suggests that a *Transportation Systems Management* (TSM) approach is the most appropriate. TSM is a concept that emphasizes getting the most out of the existing infrastructure. Maximum use of existing roads, access management, intersection realignment, signal coordination, and strict development and redevelopment requirements are preferred as opposed to building new roads or expanding existing rights-of-way. The largest return on investment for Taylorsville will come from TSM improvements as opposed to the purchase of new right-of-way or the construction of new or wider roads, which is expensive to the City and citizens.

The majority of the improvement options may not be required soon, however Taylorsville should make provisions for their eventual implementation. Also, 5400 South, portions of 4700 South, and Redwood Road are State facilities. Taylorsville's role in implementing improvements to these corridors will be one of advocacy and stewardship.

Assigning priorities to improvements entails balancing transportation needs with other needs expressed elsewhere in the General Plan (such as trails, gateways, and parks). Additionally, detailed planning and engineering for these improvements is beyond the scope of a General Plan and is normally undertaken as part of project development.

As traffic conditions throughout the City have been analyzed, a number of road segments have been selected for improvements. As these improvements are realized, it is suggested that the following recommendations are considered as project planning takes place.

East/West Roads

4100 South: Although 4100 South hasn't been identified as being severely over capacity, additional capacity may be considered by repainting the lanes on 4100 South from its current five-lane cross-section to other multiple-lane layouts. Coordination of traffic signals could also improve operations.

4700 South: The option of repainting the lanes on the existing roadway to a seven-lane cross-section from 4000 West through 2700 West would add additional capacity. This section is wide enough to accommodate additional

lanes in both directions, thereby adding capacity. However, consideration needs to be given to the functionality of such changes and the impact on adjacent neighborhoods. Due to the high number of street intersections and private drives, access and safety must be a determining factor in how capacity is developed.

5400 South: The option of repainting the road to a seven lane cross-section and signal optimization and coordination will enhance overall capacity. Where residential driveways still exist, parcel access should be eliminated or combined if and when redevelopment of the parcels occurs. 5400 South serves local residential and commercial needs but as a State-managed road it is also important to regional transportation as an East/West corridor. Coordination with UDOT will enable the City to retain as much control over the roadway as possible.

6200 South: The recent widening of 6200 South from 2700 West to 4000 West has significantly reduced congestion on this section of the road. As the City considers repainting the lanes on the section from 2700 West to Redwood Road to increase the number of lanes available, careful study of the effects on adjoining properties and a future traffic needs should be considered.

North/South Roadways

Redwood Road: A comprehensive operations and access control study is underway to optimize the operation of this congested road. Dual left turns are justified for approaches at each of the major intersections; however, significant costs can be expected where insufficient right of way is available to modify intersections. UDOT is continually modeling the traffic conditions and the effects of lane additions, configurations, and assignment of priorities at signal locations. It is essential that this road function at the highest efficiency possible. By coordinating efforts and cooperating on common goals, the City should experience enhanced levels of service and reduced delays in one of the busiest roadways in the state.

3200 West: Making the road consistently three-lanes where needed will increase traffic capacity. It will be safer for pedestrians and bicyclists and improve local access.

1300 West: Reconstruction of 1300 West to a three-lane cross-section consistent with the alignment established by Salt Lake County, with curb, gutter, and sidewalk will significantly improve safety and capacity. Where the topography and the canal hinder the availability of widening the road, an alternate design will be necessary. Increased lighting and signage will also improve safety. Special consideration needs to be given to adjacent properties and neighborhoods for any improvement project on 1300 West.

Transportation Objective 4.3.1: Provide safe roads and streets for all users.

Action Statements:

4.3.1 (a): Coordinate with UDOT to provide strategies on all State roads within Taylorsville to encourage safer roads and streets for all users, including pedestrians and bicyclists.

4.3.1 (b): In conjunction with UDOT, develop and adopt an "access management policy" for all major roads and streets.

4.3.1 (c): Amend the subdivision ordinance to require access and traffic management actions and street enhancements with all development approvals.

4.3.1 (d): Adopt evaluation and siting criteria for the installation of street medians as a traffic control, safety, and street enhancement feature.

4.3.1 (e): Require consistency and coordination between the City's land use regulations and access management policy.

Transportation Objective 4.3.2: Promote and foster long-term coordination and cooperation with all transportation service providers to meet the needs of Taylorsville City.

Action Statements:

4.3.2(a): Host annual transportation coordination meetings with all transportation service providers, including the Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), the Wasatch Front Regional Council (WFRC), and Salt Lake County.

4.3.2 (b): Coordinate and partner with UDOT for enhancements to State roads to achieve our community identity and enhancement goals.

4.3.2 (c): Adopt regional transportation planning agreements with UDOT, Murray City, West Jordan City, West Valley City, and Salt Lake County on the planning, alignment, and design of adjoining road and street improvement and construction projects.

4.4 Impact of Transportation

Goal 4-4: Minimize the Impact of the Transportation System on the Community

Due to its central location, Taylorsville is forced to deal with a tremendous amount of "cut through" traffic as commuters travel from rapidly growing bedroom communities to the south and west to employment centers to the north and east. East-west traffic is a particular concern as drivers use Taylorsville's east/west corridors (4100 South, 4700 South, 5400 South, and 6200 South) to access I-15, I-215, and Bangerter Highway for their daily commute. Although transportation and accessibility are very important aspects of society, it is also important that the effects of the transportation system not negatively impact the quality of life of Taylorsville residents. Strategies need to be implemented that will reduce or minimize the negative effects of transportation such as congestion, air pollution, noise pollution, speeding, and traffic accidents.

CONSULTANT:
Augment a little bit.

Analysis of Current Conditions

CONSULTANT:
Discuss the impacts and potential impacts of the transportation system on quality of life (noise, pollution, congestion, etc.) and public safety.

Traffic Calming

An important aspect of planning for safer, more mobile communities is traffic calming. This avenue of traffic planning is vital to have a community that is considered safe and enjoyable for motorists as well as pedestrian and bicycle traffic. It should be stressed that traffic calming techniques take many forms and should consider all modes of transportation, not only automobile traffic. As new methods become available, the City will continue to evolve policy to reflect the latest and most effective means to accomplish the end goal of establishing safer and more mobile roads for the traveling public.

Currently, the predominant method of traffic calming is constructing speed humps or ramps, which are used to slow traffic by placing vertical grade changes in the path of vehicles that if traversed too quickly will cause the vehicle to ride uncomfortably. Although these are generally considered unpleasant, they do have the effect of slowing vehicles in areas that are chronic problem spots.

Transportation Objective 4.4.1: Increase safety on Taylorsville streets.

Action Statements:

4.4.1 (a): Establish and adopt a comprehensive traffic calming policy that will help minimize speeding in residential areas.

4.4.1 (b):

Best Practice Policies:

4.4.1 (a): _____.

Mountain View Corridor

Although outside the boundaries of Taylorsville City, the proposed multi-modal transportation corridor known as the Mountain View Corridor could greatly reduce future east west traffic congestion on Taylorsville streets. *The Mountain View Corridor Growth Choices Study* indicates possible freeway and mass transit improvements in the vicinity of 5600 West in Kearns to serve existing west side residents and future growth in the rapidly developing suburbs in southwest Salt Lake County. Without the envisioned improvements, much of the traffic that will be generated by future growth will continue to use the existing north-south freeways and highways (I-15, I-215, and Bangerter Highway) and be forced to "cut through" Taylorsville. Development of transportation enhancements on the far west side will allow commuters to use north-south systems that don't require movements through Taylorsville.

Transportation Objective 4.4.2: Provide support for regional transportation solutions that reduce the impact of automotive traffic in Taylorsville.

Action Statements:

4.4.1 (a): Provide support for the Mountain View Corridor transportation improvements.

4.4.1 (b): .

Best Practice Policies:

4.4.1 (a): _____.

4.5 Compatibility with Other Chapters

Goal 4-5: Ensure the Transportation System will be Complementary and Compatible with other Elements of the General Plan.

Transportation plays a key role in the overall development of Taylorsville City. Based on the sheer amount of land that is dedicated to streets in the City it is obvious that the community's transportation system will greatly affect overall community identity. In addition, economic development and a strong tax base is not possible without effective transportation systems to provide access and

visibility. Besides commercial uses, other land uses such as residential uses, parks, farms, and educational amenities are facilitated and greatly affected by transportation and transportation systems. Consequently, it is of the utmost importance that the City of Taylorsville realize that decisions regarding transportation and transportation investments greatly effect other aspects of the community.

The community's goals concerning economic development, community identity, and land use will be greatly effected by decisions regarding transportation. All transportation investments and decisions concerning the transportation system should strongly consider the goals of other elements of the general plan.

Transportation Objective 4.5.1: Develop a greater recognition and understanding of the relationships between land use, economic development, community identity and transportation.

Actions:

4.5.1(a): Transportation planning and improvements in residential neighborhoods will be guided by the needs of residents, with a priority of protecting residential areas as safe and desirable living environments.

4.5.1(b): Transportation facilities planning and improvements in nonresidential use areas are guided by the transportation needs of the surrounding land uses, with a priority to maximize transportation system benefits and investments.

4.5.1(c): Continuously monitor Zoning Ordinance requirements, transportation management, and capital facilities plans to ensure they are coordinated and work together to achieve the intent of the general plan.

4.5.1(d): Adopt consistency requirements between land use, transportation, and mass transit policies.

transportation fodder

Trails and Green Infrastructure

As the City combines alternative modes of transportation into the General Plan, considerable thought needs to be developed into how linkages and transitions are made to the trail plan that is presented in chapter 6 – Parks, Recreation and Trails. Sidewalks become an essential connection to the trails that connect to the Jordan River Parkway and canal routes that run through the City.

Trails are part of the City's "green infrastructure." Green infrastructure is a network of protected land and water that support the natural life and public health of the community. As the trails become more fully developed, access to these 'off roadway' facilities will become more useful and valuable to those who live near and use the trail system.

Goal 4-6: Provide a "healthy" lifestyle choice to travel and explore our community by walking and biking.

Actions:

Delegate the Leisure, Arts, Recreations and Parks Committee (LARP) to provide recommendations on a Comprehensive Pedestrian and Biking Facilities Plan that connects residential areas to activity, employment, and shopping centers.

Coordinate and partner with all canal companies, utility, and other service providers to install pedestrian and biking trails in canal and utility rights-of-way.

Provide safe and convenient sidewalk and trail connections to all parks and community facilities.